

# Permit Parking System





- Expand existing Permit Parking to include additional streets

✓ • stripe individual parking spaces

- is \$25/yr appropriate?

- is there a possible way to share reserved \$950/yr spaces in Boltwood lower level? Many of 28 empty

- safety in lower level Boltwood garage?  
lighting - cameras - attendant - patrol officer

✓ • tiered system/zones distance - 2-3 levels  
prices

- could businesses own the permits instead of the individual - turnover as employees leave

reserved 28 of 25  
\$950/yr lower  
~~Boltwood~~



- look at the current map <sup>people could park here for Emily Dickinson</sup> ~~map~~ <sup>rarely used</sup>  
the right streets ~~included~~ <sup>see eye + Dickinson</sup>  
take some signs down eg Spring St
- allow overnight parking <sup>some streets</sup>  
<sup>some permits</sup>
- permit reciprocity UMass  
tracker in tag so know when being  
used different prices different times/  
locations
- leave some spaces unregulated —  
not permitted, not metered
- don't take too much into permit system <sup>just because</sup>  
eg Sellen St 9 hr meters <sup>seem underused</sup>



# Lots and Meters






- Have higher parking rates for prime parking locations
- <sup>✓✓✓</sup> Discourage? meter feeding/or Encourage?
- Add spaces to existing lots/on Street
- Add parking @ Kendrick Park
- ✓ • Agreements w/ private lot owners - negotiate a deal.  
     > ~~exp.~~ CVS! & others
- Fix broken meters -
- ✓ • Use/extend automated system (machines)
- ✓ • Shorter term meters on N. Pleasant (30 min - 60)  
     & longer term @ lots (4 hrs) - Amity



- Automated system too confusing for visitors, needs to be simplified, fixed.
- ✓ • Businesses need their own lots for customers.
- Keep mix of long term / short term w/in a neighborhood
- Arrange shared parking @ private lots (e.g. after hours)
- Non-Receipt meters/machines — often need a receipt
- Dispersed parking is not the same as or as good as centralized parking
- Coordinate hours meters work — some end @ 6:00, some @ 8:00



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- Need consistency town-wide  
- rates, time, method (machine/receipts)
  - Variable pricing by time of day
  - Electronic location tracking
  - Variable pricing by location
  - How much profit does the town make  
from parking meter



# New Parking Facility





- Costs should be Shared with Private development

✓✓ Cost benefit of adding second floor to Boltwood Garage

- "Steam Valve" rules don't add cap.

✓ Support Jones L:5 w/ close p'g

- Eg. Smith College garage (fall)

✓✓ New one needed (LUS): improve access

- Town Commission, behind funeral home (Killing)

✓ Central spots (garage) more/Enough

valuable - easy to find, predictability

Development, private pub, improve part. in gov't



- ~~AMT~~ term prg (multi mode)  
Any
- Release space for Common etc.
- Signs & meter better solution  
structure not needed @ any cost
- Cost of Ordination (suit)  
(tax subsidy) for priv. pro. Surina,
- "structure" @ borders (underneath)
- Need to pay its way (scale,  
automated)
- suitable prg to develop 1<sup>st</sup>
- Further of field (RR sta) + shuttle

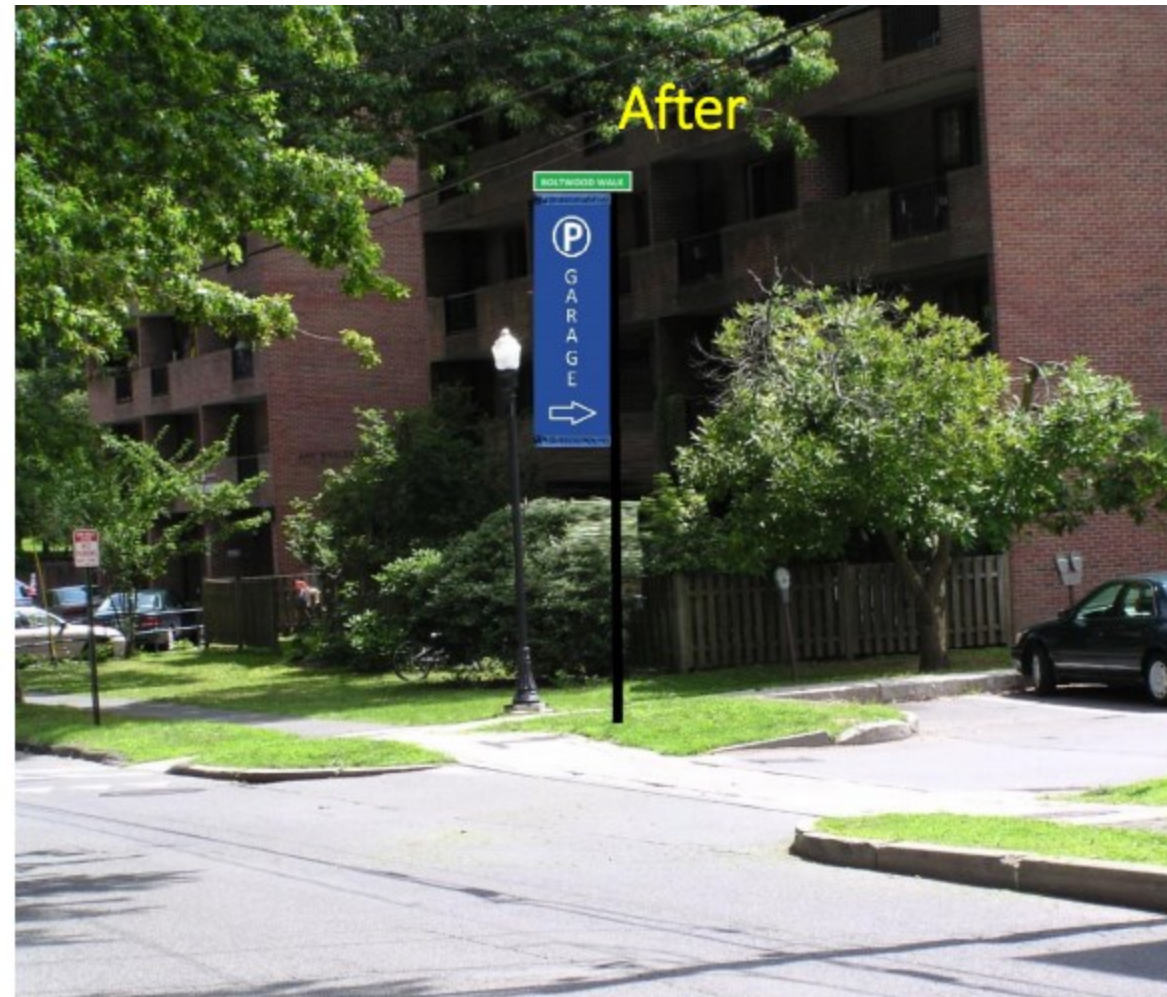


- Ashurst Ashurst to improve/enlarge  
DCA, People's

- B. Va garage, 4 season use of cycle,



# Signs and Way Finding





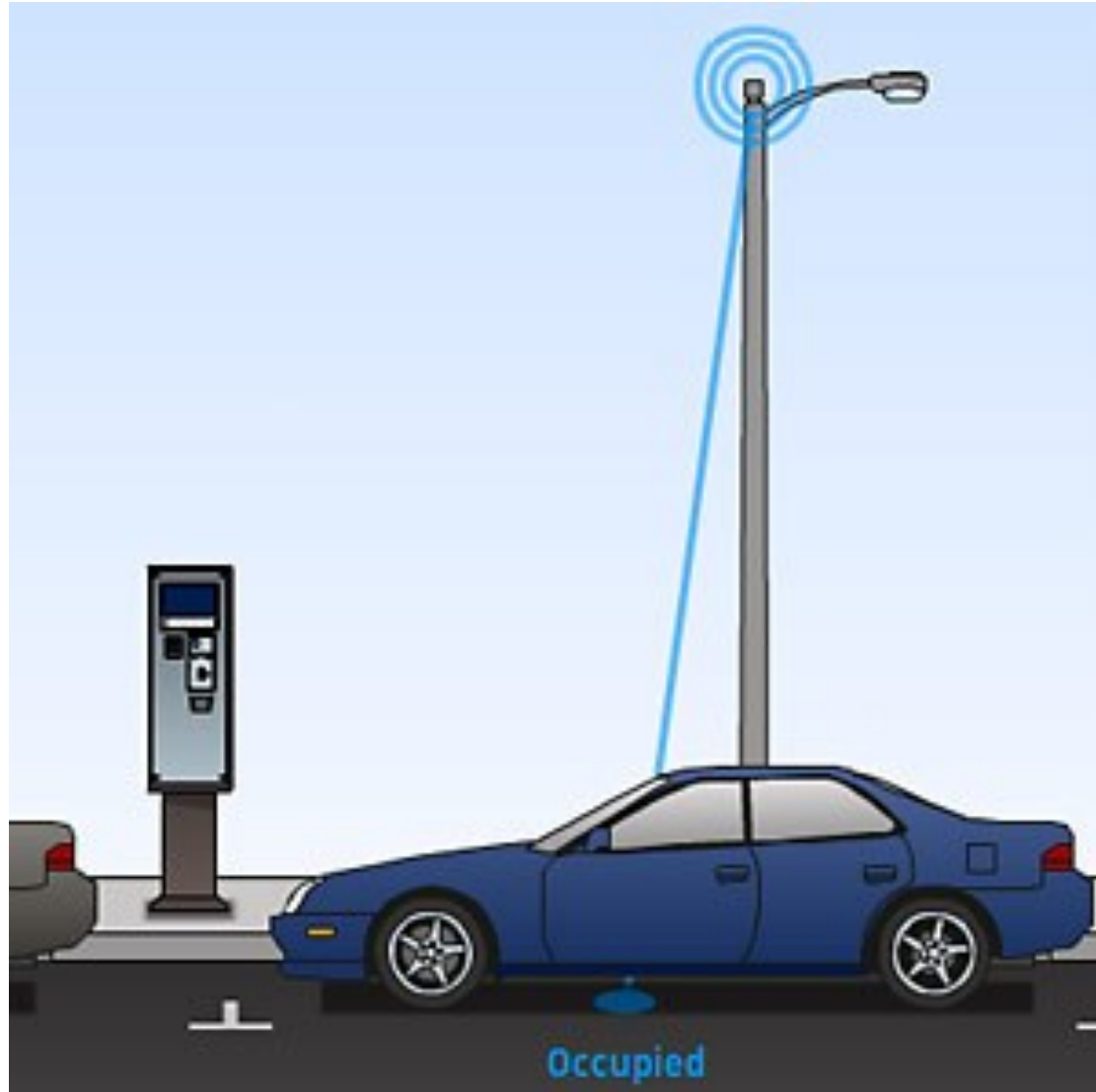
- Improve signage to help visitors find parking
- Work with BID to create Special Event parking
- ✓ • indicate meter parking times (esp. for visitors)
- ✓ • large, simple signs
- ✓ ✓ • aesthetic standards + consistency
- coordinate w UMass (info via various media)
- wayfinding for garage
- Kiosk in garage to orient, guide visitors
- ✓ • Signage to encourage / inform: bicycling, covered bike parking
- ✓ • reduce signage vomit
- wayfinding: turn off distractions
- coordinate w Chamber BID → downtown map
- more visible guidance to <sup>from</sup> parking ~~facilities~~ / lots



- \* more is less
- balance w other elements of downtown  
(architecture, plants)
- lot full signs
- \* use public art to direct traffic
- pedestrian wayfinding — to guide pedestrian  
+ to encourage foot traffic or vehicles



# Innovative





UMass parking that  
is shared with UMass

Parking under Kendrick  
Park (P.O. Square)

Park under Comm on

Analyze all available  
parking in area -  
mini transit areas  
T.O.D

No parking on No. Pleasant

Traffic calm to increase  
livability



Free up the private lots

Autonomous cars

Long term multi modal  
parking

Restore Comm

Better sharing w/UMass  
+Amhers

Valet

Spaces for compact

Use EZ Pass to park



- Install a bike Sharing System
- Make payment simpler using electronic app
- OFF site parking w/ shuttle bus loop (Amtrak area)
- Univ. Dr., Rte 9 Park + Ride shuttles
- Move + better bike parking (covered)
- Public covered parking
- Charging station for electric cars
- Most robust car-share
- Taxi stands
- Uber
- Yellow Cabs
- Parking Management by phone
- Leave the private lots alone



# Regulatory





# Regulatory

- fee-in-lieu of for new development/center.
- regulation to provide for bike parking and to encourage choosing biking instead of car
- shared and leased parking
- remove parking from N. Pleasant  
(hinges on alternatives)  
to make downtown more friendly
- strategies to discourage driving and thereby reduce parking demand
- continual review as circumstances change
- review time limits and adjust
- free parking — with a limit
- bike parking permit system



- form a Parking Advisory Group
- Evaluate parking regulations for streets near downtown.
- no parking tickets (free parking)
- keep parking separate from residential
- who subsidizes provision of parking
- don't be over-optimistic about regulation
- ① take res. out of MPD
  - ② new garage
  - ③ require/res. dev. to contr. to garage (buy spaces)  
opportunity (in lieu of space on-site)
- make sure "no parking" areas are marked
- design standards
- new garage - CVS lot
- move off street parking (Kendrick Park)  
and on-street (behind Ren's)